

Intimation.

Wm. Powell, Ltd.,

GENTLEMEN'S OUTFITTERS

NEW GOODS

SOFT DRESS-

SHIRTS

VERY LIGHT WEIGHT
PERFECT FITTING.

NEW

CELLNETT

UNDERWEAR

COOL
SAFE
DURABLE.

**BATH
ROBES**

LARGE ASSORTMENT.

NECKWEAR

Exclusive Designs
Specially Selected.

ART SHADES

IN
ORPHEUS CHINE
IRISH POPLIN, ETC.

EVERYTHING
FOR
GENT'S WEAR.

WM. POWELL, LTD.

28, Queen's Road.
(Opposite Clock Tower.)

Public Company

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office, 10, MORROW, the 14th September, at 10.30, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 24th September, both days inclusive.

DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 16th September, 1910. (158)

Intimations.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS.

THURSDAY, FRIDAY, and SATURDAY,
21st, 22nd and 23rd September, 1910.

COMMENCING at 5 P.M. on THURSDAY and FRIDAY and 4 P.M. on SATURDAY.

Admission: Non-members \$1 each day. Ladies (admitted on Saturday only) 50 cents. Hongkong, 17th September, 1910. (164)

G. R. TENDERS.

TENDERS are invited for the SUPPLY of TIMBER, TIMBER MATERIALS, and STARS to H.M. Naval Yard for one year from 1st November next.

Forms of Tender may be obtained on application to the Naval Store Office. The right is reserved of rejecting all or any Tenders, and of accepting any part of a tender.

EDGAR WATTS,
Naval Store Officer.
Hongkong, 16th September, 1910. (159)

CRICKET CLUB CONCERT.

TICKET HOLDERS for the Cricket Club Concert are notified that instead of the Murray Road Entrance being utilized, the two entrances to Jackson Road (City Hall corner and Hongkong Club corner) will be opened. Hongkong, 16th September, 1910. (160)

HONGKONG VOLUNTEER RESERVES.

A CORPS of RESERVES is being enrolled under the Volunteer Reserve Ordinance 1910. All British subjects being Ex-Servicemen (including Volunteers) and Civilians willing to be enrolled under the Ordinance are requested to communicate with the undersigned as early as possible.

A. JENKINS,
Hon. Secretary.
King's Buildings,
Hongkong, 16th September, 1910. (162)

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month in the S.S. "Robila" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910. (159)

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
etc., etc., etc.

Sole Agents for
FERGUSON'S SPECIAL OREAM
and
P. & O. SPECIAL LIQUOR BOOTHS
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES

HUNG ON & CO.,
SHOW ROOM AND STORE
at the Premises formerly occupied by
A. CHEE & CO.,
174, QUEEN'S ROAD CENTRAL.

GENERAL OPHOLSTERS AND
FURNITURE
IMPORTERS AND DEALERS.

CROCKERY, CHINA, Glass and Silver
Plated Glass and Iron Ware of all
descriptions, always on hand for sale or on
hire at moderate rates.

Hongkong, 16th September, 1910. (161)

BULLION.

Messrs. James Montagu and Co.'s Circular dated London, August 25, contains the following:-

Gold.—The arrival of bar gold amounted to about half a million sterling, of which £174,000 was reserved for India; the remainder was purchased for the Continent. The price remained at 77½ p. c. s. Std.

The following amount was received by the Bank of England:-

August 25, £1,000,000 in bar gold.

Withdrawals were made as under:-

August 16, £1,000,000 in sovereigns for San Paulo.

£100,000 in sovereigns for Java.

During the week the net inflow was £81,000.

The Geological Survey of India reports an average gold output for the period 1904/5 of £2,251,307 p. annum. Recently £100,000 in gold and £35,000 in silver was sent to Constantinople, presumably for new coinage.

Silver.—The price has remained almost stationary since we last addressed you. A few Continental orders, including 10,000 Kilos required for the French Treasury, and some purchases for India and China of small size, sufficed to hold the market steady, there being little inclination on the part of America to let out silver at current prices.

The stock in Bombay shows an increase of 7,402, making a total of 19,400 bars. A shipment of bars has been made from Shanghai to London, only £5,000, in amount, but indicative of the market tendency.

An edict was promulgated in China on the 27th instant, by which Sheng King-pao was attached to the Ministry of Finance to assist in currency reform. This statement, a most enlightened man, is probably the chief Chinese authority on Western Currency methods and his appointment is a further attempt to grapple with the intricate problem of Chinese currency, a problem extremely hard to solve owing to the intense conservatism of the people, and the difficulty of providing a gold reserve should the gold standard be decided on. In any case, the evolution of a practical scheme will cover a long period of time.

A shipment of 200,000 c. s. has been made from San Francisco to the Far East.

Messrs. Mocatta and Goldsmid's Circular dated London, August 26, says:-

We have again to report a very steady but inactive market and the price which was 247/6d on the date of our last circular fell 1/6d on the following day, and has remained absolutely unchanged since then; the forward quotation being 248/6d premium.

The Paris Mint asked for tenders last Wednesday for 13,000 kilos silver, but this and small orders from China have been easily filled by sales from New York and have had little or no effect on the market.

The stock in Bombay is now reported to be 19,400 bars and in spite of the very satisfactory movement, the up-country demand remains at about eighty bars a day so that purchases for India can hardly be expected for the present and the market must largely depend on China and outside orders for support.

The arrivals of Gold this week have been comparatively small and have again been taken for export to the Continent with the exception of what was required for India. Sovereigns to the value of £1,030,000 have been withdrawn from the Bank of England, £1,000,000 of which were for Constantinople, whilst £30,000 have been received by the Bank during the week in Bars and Coins.

THE FENOU NE ON THE MACQUAIRE ISLANDS.

Wellington, Aug. 25.

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WILD CAT MINES.

MANY BRITISH VICTIMS.

The New York correspondent of the Daily Telegraph has sent the following cable to London:- The D. Wagon Company of Tahereville and other well-known members of the British nobility, and likewise not a few Ministers, doctors, and widows on your side of the Atlantic, figure as victims in an alleged mine-promotion swindle which was exposed on August 18, by the arrest of Mr. W. Wintemute, a broker, of New York.

The charge against Mr. Wintemute is fraudulent use of the mine in connection with the sale of about £600,000 worth of stock of the Gold Run Mining and Tunnel Company of Boulder, Colorado. He was arrested in a luxurious suite of offices in Whitehall-building, on which Post Office inspectors Kincaid and Ready, under the direction of Chief Inspector Dickson, swooped down late in the afternoon.

Wintemute was taken to the police headquarters, and detained there without bail.

In the raid on Wintemute's offices half a ton of advertising literature was seized. This consisted of "circulars," booklets, prospectuses, "heart to heart talks," and other documents, in which the merits of the gold mine are set forth in terms so glowing that they were calculated to entice the glibest dollar from the pocket of the most cautious.

7,000,000 SHARES.

Among the documents seized in the raid were correspondence and copies of letters between Wintemute, Warrick, the Countess of Tankerville, and Miss Elout. Warrick was once known in New York as the Rev. Herman Warrick, and in England he acted as agent for Wintemute. One letter written by Warrick to Miss Elout evidently was intended to reassure her in connection with an investment of £500, in addition to the £250, which she and the Dowager Lady Tankerville had already invested in the Gold Run Mining Company, and which £500, it appears, she sent in mistake or overpayment. Warrick implied Miss Elout to hold on to the shares, and in due time she would reap abundantly.

In all it is estimated that Wintemute got rid of about 7,000,000 shares of the Gold Run Mining and Tunnel Company, for the majority of which he received 4s. a share, and for which he paid no more than 2d. a share.

A STRANGE CIRCULAR.

His last circular letter to his alleged victims got him into trouble. In it he declared that the mines produced many tons of ore, valued at £1 per pound. This the postal authorities declared to be false, and on it they obtained warrants for his arrest. Another circular, at the head of which is printed his photograph in red ink, read as follows:-

I am looking you straight in the eye when I say to you, Exchange your worthless stock for Gold Run. Don't cringe nor squirm nor dodge my glance, but look me straight in the eye and tell me why you don't exchange your worthless stock for Gold Run paying 40c. per share. This is a straight in the eye proposition. There is nothing pretentious of snare or cringer about me, nor is there any occasion for you to dodge. Let us meet the issue fairly and squarely. You can be honest with me, with yourselves, and your families, and mine; the issue which is before us now fearlessly like a man.

There are other accusations against other promoters, who are charged with duping British investors with unknown, untested, and undeveloped mining properties in the United States, and these are also being investigated. During the last few years many letters from England have been received at the New York office of the Daily Telegraph, asking for information about worthless American mining schemes bought on your side of the Atlantic at par. I repeat the advice of your financial correspondent, that British investors should regard all unknown, untested, and undeveloped mining properties in the United States with the strongest possible suspicion, until personal inquiry in their behalf by competent, honest, and impartial investigators in the States has been made. Observance of this rule in the last few years would have saved many a family on your side of the Atlantic from misery.

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A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

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NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional to those for any period less than one month, are charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On September 10, 1910, at Shanghai, to August and Annie Chaplain a daughter.

MARRIAGE.

On August 15, 1910, at Düsseldorf on Rhine, Germany, Carl Otto Friedrichs of Hankow to Elizabeth Weter.

DEATH.

On September 17, 1910, at San Francisco, Kathleen Johnstone, the beloved wife of H. Anderson.

The Hongkong Telegraph
HONGKONG, MONDAY, SEPTEMBER 19, 1910.

THE CHRISTMAS TERM.

All the schools have now re-assembled after the long vacation. Some of them began the term as long as a fortnight ago and the last of all, we think, did so on the 13th instant. There would really seem to be a sort of fashion governing the date of the re-opening of school after the summer holidays. Why the 13th of September should be the favourite date selected by headmasters we cannot imagine, but we very well remember the hatred with which our boyhood contemplated the approach of that fatal day. It must be remembered that in Europe the summer is the happiest time of the year for a boy. Many of the sports and games dear to his soul are then in full swing, especially those in which he can indulge in his own way and his own time untrammelled by rules, a captain, a very pleasure that cricket can give. The holidays, therefore, are the summer term, the holidays, afford the greatest and best of all joys—liberty. Many of us, no doubt, remember those delightful holidays, those perfect holidays during which we first learned to be, or to think ourselves, amphibious. What a time that was! The long wanderings by the shingle covered beach, or over the sands at low tide to the seaweed slippery rocks—our escapades with other people's boats—the lonely rambles up country lanes sweet with honeysuckle, or later on mysteriously tinted with the threat of autumn—there are only some of those unforgettable pleasures which most of us remember were blithely cut short by the 13th or some other date in the first half of September. In the temperate climate of Europe a boy returns to his work after his summer holiday invigorated, and refreshed. He has had just the amount of play necessary to prevent him from becoming a "dull boy", and if his teachers are at all judicious and worthy of confidence they will not delay in pointing out to him the very grave importance of using his quickened faculties of body and mind, under their expert guidance, to the advantage of his intellect and character. Not the least of the many difficulties attending the education of the young in hot climates, especially boys, is that the summer holiday cannot be a period of physical enjoyment as it is in more favoured latitudes. School closes when the hottest weather begins simply because neither teachers nor pupils are fit for anything. The exigencies of modern life sternly demand that as soon as the cooler weather sets in our boys must return to their books. It seems very hard to them that just as the weather is beginning to be tolerable and "a fellow can get about and do something," they should find themselves hampered and confined by the discipline of school, and that the body after the lassitude and nervelessness of summer, should, just as it is beginning to be revived by the life-giving breezes of autumn, be forced to give way to the inexorable dictates of the developing mind. Every schoolmaster knows the importance of making a good beginning of the school year. He alone knows how difficult this is. He has instinctively, as it were, to inspire his pupils, not only to call forth from their own better natures their finest latent moral qualities but also to endow them with new ideas of strength, diligence and ambition. The step ahead into fields of study as yet unentered may be made a path of wretchedness and gloomy misery to a boy under a stupid unimaginative pedant. By a sympathetic teacher it may be made a journey of exploration so interesting that even a boy hitherto backward may be lured to undertake it. In the higher grade schools of Hongkong, Queen's College, the Diocesan School, and St. Joseph's College, the competition in the 1st year forms is apparently very keen. It is in this Christmas term that the report will come from England of the success or failure of the Hongkong candidates in the Oxford local examinations. There can be no doubt that an ardent desire for distinction in the University local examinations is responsible for the excellent results of the work done in several of the Hongkong schools. Masters and boys not only vie with each other in zeal but work together in straining every nerve to do credit to their class, their school, and the Colony of Hongkong. We have no means of reference to hand, but was it not St. Joseph's College which sent up last year 38 candidates for the Oxford locals and obtained 38 successes?

CONFERENCE SHIPPING.

From the latest Singapore papers to hand, we note that the Freight and Steamship Bill was taken in Committee at the last meeting of the Straits Legislative Council. In that stage it still remains, but there seems to be no doubt that it will pass through its final stages by means of official *forte majeure*. This measure has many peculiar features and has led to much acrimonious discussion, debate and newspaper correspondence, with, apparently, very little effective result so far as its opponents in the shipping interests have been able to protest against it. For us in Hongkong the lesson it conveys is peculiarly significant, because of the fact that there is no saying at what moment some such measure will not be promulgated by our own Government who have already instituted a Customs Service in the Port and might be tempted for revenue purposes to harness the shipping trade in the next place. We do not aver, of course, that such a project is at present in contemplation; but the object-lesson of Singapore and Penang gives one cause to ponder over future possibilities in this direction. As time progresses, the shipping interests of this Port grow more and more complicated to the outside understanding, for new steamship connections and sailings are continually springing up, necessitating amended agreements between shipping companies who do not desire to trespass on each other's routes unduly and yet are desirous of securing a fair share of the trade. Hence the existence of the Conference. Certainly, it has been vilified by certain shippers, and by many has been put on a level with the United States Trusts that rightly have been condemned as deleterious to the public welfare. But there are two sides to every question. And in the case of the Shipping Conference, there appears to be a good deal of reason on

their side of the argument. When last month a depu'tion of influential shipping firms, including Sir James Mackay and Sir W. Adamson, also Messrs Holt and Thompson and others, waited on Earl Crewe to protest against the Bill to be submitted to the Legislative Council in Singapore for the purpose of controlling freight rates Sir James Mackay in a long speech urged that the Bill was contrary to the law of Britain and opposed to the judgment of the Royal Commission. The Conference had benefited Singapore and had never attempted to impose inequitable rates. The proposed measure would be an intolerable and unprecedented interference with the trade of the port. The actual trade arising from Singapore was comparatively insignificant and the transshipment trade was such that under the abnormal system of Government interference it would find outlets elsewhere, namely, in the neighbouring Dutch ports. It was easy to drive away trade and extremely difficult to get it back. Earl Crewe gave a sympathetic reply and promised to communicate with the Governor of the Straits. His Excellency the Governor replied to this to the effect that "in a telegram received from Lord Crewe his Lordship stated that in reply to the deputation he pointed out that it would be a serious matter for him to interfere directly with a proposed law which was supported by the majority of the Council and was endorsed by the Governor; but that the matter had not reached that stage yet. He advised the deputation to endeavour, if they disliked this proposed law, to avoid the necessity for it by remedying what was considered locally a real grievance. From later messages we learn that Sir James Mackay said he had no personal interest in the homeward trade from Singapore. After referring to the marvellous strides made in the prosperity of the Straits Settlements, attributable to freedom of trade, he said, now that trade was booming, and exports and imports were advancing by leaps and bounds, a Bill was being introduced which completely upset the Free Trade principles which formed the sheet-anchor of the supremacy of the British Trade. On the other hand, the opponents of the measure argue that it will interfere with the well-being and prosperity of the Colony. The Bill provides for the penalising of foreign as well as British shipowners, and if passed into law, might find Britain into serious international complications in the vast and valuable trade carried on by British ships between purely foreign ports. "British ships," said Mr. Darbishire at the Council meeting, "are thus peculiarly open to reprisals, and their world-wide ramifications might prove uncomformably awkward if Britain, through one of her Crown Colonies, were to set an example by 'grandmotherly legislation' of the kind contemplated. The perspective of Singapore was necessarily a restricted one." Their vision was confined to their own narrow surroundings. One did not blame them if they failed to realise that a measure passed by a Crown Colony might be far-reaching and affect the trade of the Empire, as a whole. The measure was not wanted, and if enacted in the Straits would eventually tell against British shipping the world over. The shipping interest represented by the delegates owned no less than 5,308,926 tons, whereof 1,713,446 tons was British. They were merely the managers of these British ships, the trustees of thousands of shareholders throughout the country to whom the vessels belonged. Mr. Darbishire's remarks about the far-reaching effects that the legislation of a Crown Colony may have upon other parts of the Empire are amply borne out by the instance of the Sunday Labour Ordinance, which emanated from Hongkong and has benefited seafarers the Empire over. Whatever effect the new anti-Conference Bill is going to have, whether for good or ill, we suppose that there is nothing for it but to adopt Mr. Aquilino's historic advice to the Commons: "Wait and see."

LOCAL AND GENERAL.

THE U.S.S. *Wilmington* returned to port this morning from Swatow.
THE ST. Petersburg correspondent of *The Times* reports that the official statistics in regard to the cholera outbreak are appalling. In the whole Empire there have been 154,445 cases and 44,793 deaths.
THE Rev. Christopher Hudson, the vicar who was prohibited for contracting an illegal marriage, his lawful wife having lived apart from him for five years, was locked out of his church at Sutton Cheney, near Nantwich, on August 21, and another clergyman took his place.
A coroner's inquest was held before Mr. J. R. Wood, Second Police Magistrate, in the Police Court this afternoon to inquire into the circumstances attending the death of seven Chinese at 95 and 100, Jervois Street on the 4th September last as the result of a fire. Mr. Leon d'Almeida, a Camero appeared on behalf of the surviving parties of the *Wah Hing* Tyne, of 95, Jervois Street. The medical evidence showed that death in the case of six of the deceased was due to asphyxiation. One of the deceased was badly burnt but the cause of death was unknown. After further evidence, the inquiry was adjourned till to-morrow afternoon. The jury comprised the following:—Messrs. R. Giam (foreman), E. L. Hughes and P. Rapp.

Big Building Collapse.

THREE HOUSES FALL.

FIVE MEN KILLED; MANY INJURED.

The bad reputation which Hongkong suffers under for jury-building was accentuated very forcibly on Saturday night last by a fatal house collapse in Morrison Street nearby where that thoroughfare joins Jervois Street, a neighbourhood that came into notorious prominence during the "house-collapse epidemic" some five or six years ago. Since that time until up to quite recently, we have enjoyed practically an immunity from this species of public disaster but within the past few weeks there has been a recrudescence of these happenings, brought on, no doubt, by the excessively heavy rains that have deluged the Colony. The facts of the case are these:

FIRE BRIGADE TO THE RESCUE.

Between half-past eight o'clock and nine o'clock p.m. on Saturday the Police were apprised that a disaster had occurred in Morrison Street and immediately upon receipt of the message Chief Inspector Barker turned out with a rescue party from the Central along with the Fire Brigade under Acting Firemaster R. MacDonald.

It was then discovered that the two adjoining houses, Nos. 13 and 15, Morrison Street had completely collapsed and that a great many of the unfortunate occupants were buried under the debris. Some of these were still crying loudly for assistance, and the work of rescue was set about with a will and at great danger to all concerned, for the party walls of the two adjoining houses were every moment threatening to collapse also. At the time of the disaster it was estimated that there were about

TWENTY PERSONS

in the two tenements, which were occupied as shops on the ground floor and dwellings on the upper. So sudden was the collapse that none of them had time to escape.

It appears that the first thing to cause the catastrophe was the giving way of the thin partition wall between the two faced houses. This was followed by a portion of the frontage wall falling into the street. Then the top floors collapsed and came crashing down to the ground one upon another, whilst the inside walls of the buildings on either side threatened every moment to follow suit.

As may be imagined, the dangers that the rescue party had to undergo were not small in the circumstances; yet they continued their work with indomitable courage. At the risk of being buried under tottering brickwork and beams, they contrived to

CUT A ROAD

into the kitchen of No. 15, where three injured occupants were found to be imprisoned beyond means of anything but outside aid. Seven or eight others were rescued through the efforts of the salvage party, who had now been reinforced by a Public Works Contingent and a crowd of Sanitary Department servants, all of whom worked with a will to get the victims out. Three dead bodies were recovered.

In the case of two of the men who lay under the debris a way had to be cut to them by making holes in the adjoining walls through which they could crawl to safety or at least be dragged out. All the injured were sent to hospital, where one died.

To make matters worse, the ruins now went on fire and the work of relief had temporarily to be suspended whilst the Brigade got the outbreak under control. Nor was this an easy matter, for the gas mains in the houses had been broken, and it is supposed that one of these had become ignited from the kitchen fire. At any rate, the conflagration raged very fiercely for several hours, and hid plenty to feed on in the broken floor-planking and the wooden beams that lay in a mass on the ground floor.

As the flames were being extinguished, the P.W.D. men began to shore up the party walls of Nos. 11 and 17, which every minute threatened to fall into the breach. This work was executed with

COMMENDABLE PROMPTITUDE.

Meanwhile the Sanitary Department servants started again to clear away the debris, shovelling the loose stuff into baskets for deposit in the side streets, throwing the wood debris to one side, and recovering as much as possible of personal property, such as trunks, merchandise, etc.

All day yesterday the work continued without cessation, but the day was not to end without even further disaster, for in the afternoon the partition wall of No. 17 came down with a run and the whole three floors and roof followed. Luckily the gang of workers had warning that the wall was falling down, but at the moment they escaped only by the narrowest. As for No. 17, it had already been condemned as unsafe some time ago by the P.W.D., and its occupants had left.

THE REAR WALL.

of the collapsed buildings now showed signs of coming down also, so in order to ensure the safety of the workers below it was decided to bring down the top portion betimes. This was accordingly done by means of playing the hose upon it, so that it fell harmlessly. Among those who helped to direct operations yesterday were the Hon. Mr. W. Chatham and Mr. E. D. C. Wolfe. Where all worked so well and with such good will it would be tedious almost to mention names, but especially good work was done by Firemaster MacDonald, Inspector Fisher of the Sanitary Department and Sergeant Tait. The much credit can hardly be done to the efforts of the P.W.D. and E. D. C. men, who accomplished wonders at infinite risk of their own lives.

To-day the task of clearing away the debris continued, with detachments of the Police and the Fire Brigade standing by. While the work was proceeding one more dead body was recovered, so badly smashed up by the debris that it will be some five or six days before all the debris can be cleared away.

THE HABITS OF SHAMEN.

A DOCTOR'S VIEW.

It affords me pleasure to corroborate the statements made by Mr. T. W. Moore, Secretary of the Hong Kong Medical Guild, regarding "The Habits of Shamens."

I speak from considerable experience, for I have sailed as ship surgeon on voyages to the United States, India, China, the Arctic regions, and Peru. I have seen a good deal of our seafaring folk, and I have no hesitation in saying that I would be unfair to brand them as a drunken class.

No doubt when the sailor gets ashore after a voyage he is apt to indulge too freely, and there is no denying the fact that the freeman frequently starts on a voyage suffering from the effects of deep potations, and celebrates the end of it with a very free indulgence in liquor. But they do not drink at sea, and, taking the years round, they consume less alcohol than the same class ashore. It is to be deplored that the foolish fellows look upon

A "SPRACK"

as legitimate solace for the hardships of a long voyage, or the broiling heat of the stockhold in the tropics. As to the Captain and Officers of our mercantile marine, there is no class for whom I have greater respect, sympathy, and goodwill. I have often thought that the public and shipowners do not quite realise what they owe to these men.

Ship officers as a rule are poorly paid, and they have very heavy responsibilities. At sea there are the watches on the bridge ("Mount Misery")—it may be in the bitter cold gales of the North Atlantic with the spindrift lashing into the face and eyes over the "dodger"; it may be under the dazzling glare of the tropical sun; it may be on pitch dark nights, peering through driving rain to

"PICK UP LIGHTS."

No wonder the eyes get strained and bloodshot. In port the ordeal is perhaps more exhausting. Standing on deck for weary hours tallying cargo under the blizz of an Indian sun, with the constant din of rattling steam winches and the yelling of human voices, is rather wearing to the nerves.

I am tempted to say more of the physical strain and mental worries to which they meet as a subject in their arduous avocation; but I have said enough to show that there is no need to call alcohol as an explanation of mischief occurring in eye or nerve, though doubtless in some cases it may be a factor.

In my experience the Officers of our mercantile marine are a sober, well-conducted class of men, devoted to the faithful discharge of their onerous duties. And well it is for the public and for shipowners that it is so.

As to tobacco—it is the great solace for these poor fellows when relieved from duty; but I fear that in some cases it is indulged in too freely.

It has given me pleasure to bear testimony on behalf of my old shipmates, but at the same time, I am sure that Dr. Harrison Butler never meant to brand the Officers of our mercantile marine as an intemperate class of men.—Dr. J. W. Allan in the *Medical Journal*.

HOWITZER at a two mile range shattered a dummy airship towed over Whistable Bay by a scout.

MR. G. F. Nightingale, who succeeds Mr. R. A. Coster as principal of the Macao Commercial School arrived by the *Finlay*.

THE total output of the Chinese and Engineering and Mining Company's three mines for the week ending 3rd Sept. amounted to 21,467.65 tons and the sales during the period, to 21,373.28 tons.

FILMS of the Jeffries-Johnson prize-fight have been shown at Dublin, this being their first exhibition in the United Kingdom. Efforts to get their presentation prohibited have failed and there was a crowded attendance.

THE Cricket Club concert which was to have been held on the Cricket Ground on Saturday evening had to be postponed owing to the heavy rain that came on about nine o'clock. We understand that the concert will be held on Thursday next, weather permitting.

LIEUT. C. H. Neil-James has been appointed first lieutenant of the sloop *Clio*, China Squadron, on recommissioning, and also interpreter of Japanese. This officer began his service in the Royal Navy in May, 1900, and reached his present rank in April, 1906.

Return of visitors to the City Hall Library and Museum for the week ending the 18th September, 1910:

	Library	Museum
Non Chinese	313	235
Chinese	141	245
Total	454	480

THE *Shipping Gazette* understands that the steamer *Shibetsu Maru*, owned in Hongkong, and now lying in the Tyne, has been sold for something under £8,000. The *Shibetsu Maru* was built at Sunderland in 1885, and engaged at West Hartlepool. She is an iron steamer with a gross tonnage of 2,690, and a net of 1,740 tons.

ACCORDING to an American Consular Report, a great quantity of the hair used by American ladies in consequence of the prevailing fashion—comes from China. Last year a total of 445,733 lbs. of human hair was sent from Hongkong to the United States where the hair is made into wigs, and so on, and so on. The hair is of various colors, and is of various lengths.

WITH reference to the reduced passage rates as advertised by the American Line of steamers to the United States and Canadian Ports and overland to Europe, effective from the 1st instant, the manager of the *Shibetsu Maru*, Kaitaka, informs us that notwithstanding the reduction in passage money the same amount of coal is consumed as before, and the same amount of crew is required.

ISSUE OF A DEPOSIT RECEIPT.

PRISONER IS USED AS TOOL BY DARING GINO OF PUROHLE.

Told a Mr. Justice Hastings, Acting Police Judge, at the Criminal Sessions, this morning, Chan Tin Cheung was indicted on charges of receiving a stolen deposit receipt, false pretences and falsely representing himself as one Ah King, whereby he attempted to obtain the sum of \$1,000 from the Hongkong and Shanghai Bank. Mr. C. G. Alabaster, instructed by Mr. H. L. Dancy, J.P., from the Crown Solicitor's office, appeared for the Crown, and Mr. Eldon Potter, instructed by Mr. F. C. Barrow, of Messrs. Goldring, Barrow and Morris, represented the defendant. As the prisoner had entered a plea of guilty, the third count, the receipt of a false deposit receipt, was withdrawn.

Mr. Alabaster stated that the facts of the case were that some time ago a woman deposited the sum of \$1,000 at the Hongkong and Shanghai Bank and took the deposit receipt with her to Macao. While there, the house in which she was staying was entered by a number of robbers, who stole the receipt. Prisoner took the receipt to the Bank on several occasions but was refused payment by the clerk. Shortly afterwards the fraud was discovered.

Mr. Potter agreed with the statements made by the prosecution but took exception to the allegation that prisoner had deliberately tried to defraud the party in question. On the 11th of June the loss of the deposit receipt was reported at the Bank but it was not until August that prisoner went to the Bank and endeavored to obtain the money two months after the note had been reported missing. He had only been in Hongkong twice. When he came to the Col on August 11th, he was taken to a shop called the Wong Kwong Wing Tail by a certain party, who said that the money belonged to his brother and after a lot of persuasion succeeded in inducing the prisoner to go to the Bank and obtain the money. He was instructed that in case a book was produced, he should write the name of Ah King in it. At the Bank a book was produced and prisoner signed the name of Ah King. The mere fact of a book being produced should have sufficed to put anyone on his guard but it failed to put prisoner on his guard. He was used as a tool in a robbery, but fortunately the woman lost nothing as a result of the man's attempt to defraud her. Prisoner went to the Bank a second time but was refused payment and on going the third time he was arrested. In view of these facts and having regard to the man's past character—and there was no reason why his Lordship should not accept his story—he asked that the prisoner be dealt with lightly. Of course, he was technically guilty for signing the name of Ah King and thus representing himself as Ah King.

At this point His Lordship said that he was bound to take into consideration the statements which were subsequently made by the prisoner. Mr. Potter submitted that very often prisoners make foolish statements to the Police. In that particular instance a bit was sent to prisoner while the latter was confined in jail in which he was warned to stick to the original story or it might mean ten years' hard labour, which to an ignorant man was an appalling state of affairs. He submitted that it was one of those cases where a man confessed his fault and he asked his Lordship to deal with the man as leniently as possible. His Lordship had the power to deal with him leniently. As a matter of fact, one of the men who were concerned in the robbery actually went to the Bank with the defendant but discreetly kept at the back of the premises and took good care to impress upon the defendant the story he was to say.

His Lordship said that he thought the story put forward by the defence was true. He was, however, satisfied that prisoner well knew that he was trafficking in stolen property, but the needs of justice would be satisfied by sentence of four months' hard labour.

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KOLANGSO (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 30th August, 1910.

Present:—Messrs. W. Kraus (Chairman), J. S. Sawick, C. Lee, J. Menzies, L. L. Thomas, K. T. Tsurubara, and the Secretary.

The minutes of the last meeting were read and confirmed.

A petition was read from Ng Gueo, a water boatman, asking the Council's permission to remove water from the island. The petition was referred.

The Capt. Snodgrass reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summons, 11; 7, illegally moving property; 3, bringing of the charge; 1, throwing rubbish into the public drains; 13, Debt; 1, A wing pig and cattle to stray. When a servant, refusing to obey orders, January Arrests—Assault, 4; Theft, 4; Falsifying a sworn summons; when a servant, using threatening language; 1, Retention from deportation; 1, Attempting to remove water from the island.

(Signed) W. Kraus, Chairman.
For order, C. Berke (by Mitchell).

Secretary.

We deeply regret to say that the *Shibetsu Maru* of the 10th inst. in report the death of Mr. W. P. W. Strickland, the manager of the *Shibetsu Maru*. Deceased had been in poor health some months and for a few days had been confined to the hospital, but was able to return to his duties on Thursday last, and was apparently better than when he retired to rest in the evening there was no indication of serious illness. A complaint of heavy vomiting and diarrhoea was made on Friday, and on Saturday the patient was found dead in his bed.

HONGKONG GYMKHANA CLUB.

FOURTH MEETING.

Patrons: His Excellency Sir F. H. May, K.C.M.G.; His Excellency Maj. Genl. R. G. Broadwood, C.B.; Commodore J. C. Eyles. Committee: The Stewards of the Hongkong Jockey Club (Ex-Officio), H.E. Sir F. H. May, K.C.M.G., Capt. Dwyer, Messrs. J. Johnston, H. J. Gedge, C. H. Ross, G. C. Moxon, and Major W. A. Eaton.

JUDGES: Major W. A. Eaton.

HANDICAPERS: Capt. Dwyer and Major W. A. Eaton.

CLERK OF THE SCALES: Capt. Dwyer.

STARTER: Mr. H. J. Gedge.

2ND STARTER: Mr. Marcus Slade.

TIER KEEPER: Mr. M. S. Sisson.

Hon. Sec. and Treasurer: Mr. R. F. C. Mayor.

Favoured with delightful weather for the present time of year, the fourth meeting of the Hongkong Gymkhana Club for the season was held at the Race Course on Saturday. Owing probably to the weather conditions and the absence of any counter-attractions that afternoon, the attendance, which included many ladies, was larger than on previous occasions. The flat races brought out large fields and in every case was keenly contested. The pari-mutuel and cash sweeps attracted their usual patronage. During the afternoon the Band of the Buffs, delivered the proceedings with an excellent selection of music.

We give below the detailed results of the races:

GYMKHANA STAKES—Value \$100. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or upon griffin race 5 lbs. extra. Non-winning subscription gifts allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 3 for a second; and 2 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 3 lbs. to be deducted next time he starts. Such 3 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5, and prize \$15. (Half entrance fees to go to winner.)

Mr. John Johnstone's Blackmore Vale, 1610 lbs. (Johnstone) 1
Capt. Heathcote's Tomahawk, 1410 lbs. (Owner) 2
Messrs. Moxon and Gedge's Temptation, 1610 lbs. (Master) 3
Messrs. Lowe and Hickman's Java King, 1470 lbs. (Hickman) 0
* 1 lb. over

Blackmore Vale's heavy penalty somewhat disconcerted fancy for him. Despite that he carried a number of backers in the "pari." The quarrel to give no trouble at the start and they were sent away on level terms. In the first round past the stand Temptation showed the way to Tomahawk, and Blackmore Vale and Java King raced in company behind. At the back stretch Tomahawk let go and displaced Temptation in the van. At the Foot-ball Stand the order was Temahawk, Temptation, Java King and Blackmore Vale, hard held, but Java King gradually fell away and looked like out of the race completely racing down the incline where Blackmore Vale got into third place. Temptation forged ahead at the village and hopped the rails in the home straight racing neck and neck with Tomahawk. Johnstone now calling upon Blackmore Vale in his most responsive in grand style and overhauled the leaders in the last furlong, finishing a length in front of Tomahawk who beat Temptation. Java King was last.

Time: 2 m. 14 sec.
Dividends:—Winner \$70.

Cash sweep: Ticket No. 17, 1st, \$141 75
" 15, 2nd, \$40 50
" 33, 3rd, \$20 25
Commission \$22 50
Total \$315 00

HALF MILE FLAT RACE—For all China ponies who have never won a race. Weight for ages as per scale. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5, 1st prize \$15. Presented, and prize \$15. (Entrance fees to go to winner.)

Sir Henry May's Moor-ban, 1610 lbs. (Johnstone) 1
Mr. Ar. Nur-Tobert's Hartwood 1510 lbs. (Brice) 2
Messrs. Scarlett and Potter's Nankin, 1510 lbs. (Scarlett) 3
Mr. O. K. Dou's Drig 2, 1510 lbs. (Kilmesack) 0
* 5 lbs. penalty.

There was one false start when Hartwood was right away as far as the black rock. When the flag dropped Moor-ban settled down in front of Nankin and Hartwood by a couple of lengths, Double Dragon, being that length behind, fourth. The field bunched past the Rock. Racing to the village Moor-ban had the slightest of advantage of Double Dragon who was now second in front of Hartwood, Nankin being in the rear. Hartwood drew level with Johnston's Moor-ban in the village and for a couple of seconds actually assumed the lead. Moor-ban took the position of advantage on the rails and a few rods passed in the home straight when Moor-ban displaced Hartwood, but the winning post with a length to spare from Hartwood, the same distance separating the latter from Nankin, the third place.

Time: 1 m. 01 1/2 sec.
Winner: \$12 50
Cash sweep: Ticket No. 37, 1st, \$39 40
" 66, 2nd, \$14 40
" 65, 3rd, \$14 20
Commission \$3 00
Total \$58 00

TENT PEGGING IN SECTIONS OF THREE—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each Gymkhana.

The committee of the Gymkhana Club will appoint a Judge who will judge the competition throughout the season and whose decision shall be final. In the case of illness or absence of any Judge appointed the committee shall appoint a substitute.

THE R.G.A. TEAM.
Capt. Twiss
Capt. Finch
Capt. Loring
THE DUFFS A TEAM.
Major Eaton
Mr. Potter
Mr. Crookenden
R. G. A. team scored 45 marks:—
Maggie's team " 41 " 2
Bull's A team " 31 " 3
Mr. Gedge's team " 21 " 4

MARKS.
The table of marks now stands as follows:—
1—The R.G.A. team 187
2—Mr. Gedge's team 156
3—The Duff's A team 161
4—The Maggie's team 165
5—The Bull's B team 81
6—Mr. Blason's team 54
7—The Naval team 20

Winner \$13.
Cash sweep: Ticket No. 29, 1st, \$142 55
" 28, 2nd, \$69 50
" 60, 3rd, \$34 65
Commission \$38 50
Total \$315 00

THREE QUARTERS OF A MILE FLAT RACE. HANDICAP. For all China ponies. Jockeys who have won more than five races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5, 1st prize \$15. Presented, and prize \$15. (Entrance fees to go to winner.)

Mr. N. J. Stabb's Cobalt, 1510 lbs. (Master) 1
Major Gen. Broadwood's Rufus, 1510 lbs. (Heathcote) 2
Mr. L. M. Lee's Resolution, 1510 lbs. (Owner) 3
Mr. H. G. Marckwad's Llama Chief, 1490 lbs. (Owner) 0
Mr. Black's Billet Doux (late Jubilee Rose), 1490 lbs. (Brice) 0
Mr. John Johnstone's Salvador, 1510 lbs. (Johnstone) 0
* 5 lb. penalty
* 2 lb. overweight

On the fall of the flag Billet Doux showed the way to Rufus, Cobalt third and Salvador last. Resolution got into third place at the Foot-ball stand, Salvador came up behind. Racing up the incline Rufus was a head in front of Billet Doux, Cobalt third, Resolution fourth, Salvador fifth and Llama Chief last. Nearing the village Cobalt was going strong and overhauled the leaders before entering the straight where Salvador's chances for the race vanished. Resolution and Rufus made a fine race for second place, the latter winning by a neck. Cobalt finished several lengths in front.

Time: 1 m. 35 sec.
Winner: \$200
Cash Sweep: Ticket No. 41, 1st, \$283 50
" 39, 2nd, \$120 00
" 53, 3rd, \$60 50
Commission \$45 00
Total \$510 00

LADIES' NOMINATION. "ROYAL ACADEMY STAKES." Gentlemen will start from a given point "A" ride to another given point "B," dismount, and leave ponies with mares; man to lay nomina-trix and hand her sealed envelope containing name of some animal; immediately return to point "B." Mount pony and go back to point "A." One given signal return to point "B," dismount, leave pony with mares, run to blackboard bearing corresponding number to that on his envelope and card, write on card name of animal; he guesses is drawn upon blackboard by his lady nomina-trix and run with card to Judge. Envelopes, cards and pencils will be handed to competitors before starting. First man home with card bearing correct name wins. A number of blackboard cards will be placed on the course, each bearing a distinctive number. Each lady will be provided with a piece of chalk. On receiving envelopes from gentlemen as above mentioned, ladies will proceed to blackboard bearing the same number as that on her envelope. She will open envelope and draw upon blackboard the animal named in envelope. Five minutes will be allowed for drawing. A given signal ladies will leave the course. The likeness to the original of the animal portrayed will be taken into consideration. 1st and 2nd prizes presented by Gymkhana Club. No assistance must be given by lady in guessing animal race.

Mr. H. B. L. Dowbiggin by Mrs. Clark
Mr. F. B. Hitchcock " Mrs. Hitchcock
The Hon. P. G. Scarlett " Mrs. Eaton
Mr. John Johnstone " Mrs. Kewick
Mr. O. H. Ross " Mrs. Ross
Capt. Loring " Mrs. Twiss
Mr. J. MacGregor " Miss Hooper
The Hon. P. G. Scarlett nominated by Mrs. Eaton won. Winner: \$13 40

Cash sweep: 1st, \$167 45
" 2nd, \$74 70
" 3rd, \$37 35
\$112 05 added to the sixth race pool.
Commission \$41 50
Total \$315 00

ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented, and Prize: \$15. (Entrance fees to go to winner.)

Capt. Heathcote's Tomahawk, 155 lbs (Owner) 1
Messrs. Moxon and Gedge's Temptation, 158 lbs (Master) 2
Mr. Hickman's Kerry, 151 lbs (Hickman) 3
Messrs. Scarlett and Potter's Nankin, 145 lbs (Scarlett) 0
Mr. John Bell Iyng's Younger Brother, 149 lbs (Owner) 0
* 7 lb. over

Temptation had the largest number of backers. Nankin assumed the command on the fall of the flag, Kerry being second and Tomahawk third. Nankin increased his lead to about ten lengths at the back stretch and was making the pace a hot one for Temptation. He failed to keep up the speed, and gradually lost his big advantage. Tomahawk was given the rein on nearing the foot-ball stand and was second before negotiating the hill. He soon overhauled the leader and raced home hands down winning easily from Temptation who was second and Kerry third.

Time: 2 m. 49 sec.
Winner: \$19 20
Cash Sweep: Ticket No. 130, 1st, \$161 75
" 107, 2nd, \$132 20
" 117, 3rd, \$61 10
Commission \$61 00
Total \$315 00

COMMERCIAL.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.,—

Alagais	4/9
Anglo-Malay	24/6
Balgownie	12/3
Bata-Tigat	02/6
Bertams	7/9
Bukit Kajangs (pp)	59/-
Bukit Rajahs	50/- prem.
Castelfields	112/6
Changkat Serdangs	51/-
Cheras (part paid)	\$9 prem.
Da (fully paid)	\$10
Damansaras	145/-
Eastern Internationals	16/- prem.
Fed. Selangors	53/-
Glenairies	112/6
Glenblais	112/6
Goldendales	112/6
Golden Hopes	111/-
Highlands and Lowlands	111/-
Indergills	112/6
Jack Kenneths	112/6
Jequies	112/6
Jonglandors	112/6
Kamunings	50/- prem.
Kuala Lumpur	167/6
Landarons (fully paid)	112/6
Landarons (ppd)	112/6
Lebus	112/6
Ledbury	112/6
Linggis	112/6
London Asiatics	112/6
London Ventures	112/6
Merlimans	112/6
Pajamas	112/6
Pegohs	112/6
Rubber Trusts	112/6
Sagras	112/6
Sandycrofts	112/6
Sapongs	112/6
Seinfelds	112/6
Sekongs	112/6
Shelfords	112/6
Singapores & Johors	112/6
Singapore Paras	112/6
Singel Chahs	112/6
Singel Kapars	112/6
Tanjongs	112/6
Tanjongs	112/6
Ulu Rauds	112/6
United Serdangs	112/6
United Singapore	112/6
United Surats	112/6
United Langkats	112/6
Trochids	112/6
Para Rubber	112/6

EMIGRATION.

US STILL THE FAVORITE DESTINATION.
The Board of Trade announces that during July the exodus from the United Kingdom for places out of Europe was \$5,341 persons, which compares with 40,511 in the corresponding month last year, and brings the total for this year up to the figure of 357,558 of passengers for the first seven months of last year. Up to the end of July, 1909, only 15,000 of the emigrants were British subjects, but this year the figure stands at 27,500. Places within the British Empire have received 170,723 of the emigrants. The United States still seems to be the most favoured place for emigrants, 175,500 of those leaving the United Kingdom in 1909 having gone there, whilst 127,135 went to British North America, 5,688 to Australia and New Zealand, 4,443 to British South Africa, 1,000 to India, 1,000 to other parts of the Empire, and 1,000 to other parts of the Empire.

Today's Advertisement.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belton, will be despatched from the above ports on FRIDAY, the 23rd instant, at Noon.

This Steamship has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 19th September, 1910. (6c)

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 24th inst. will be landed at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by its undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 19th September, 1910. (6c)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERI, CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, etc., on SATURDAY, the 1st October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "ALICE," 7,913 tons, from Colombo, Parnagary, accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "EIFFEL," due in London on 12th November, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to K. A. HEWITT, Superintendant.

Hongkong, 19th September 1910. (4)

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK.

S.S. "MUNCASTER CASTLE" (On or about 5th Oct.)

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 19th September, 1910. (16)

INTERPORT CRICKET.

A telegram has been received by the Shanghai Cricket Club from Hongkong stating that the Colony regrets that it will be unable to send up a team this year to play Shanghai.

This news will be received with considerable regret locally. The difficulties of keeping up this Interport Cricket fixture are recognized to be great, at the Hongkong season, as is not easily till the Shanghai season has ended. But it is to be hoped that each side will be able just to strain a point to the necessary extent to bring about an annual meeting.—N. C. D. 20/9.

Events Coming.

Tuesday, 20th September
Hongkong Club Extraordinary General Meeting, at Club House 5.15 p.m.

Thursday, 22nd September
Hongkong Football League Annual Meeting at V.M.C.A. Rooms, 4.30 p.m.
V.R.C. Aquatic Sports.

Friday, 23rd September.
V.R.C. Aquatic Sports.

Saturday, 24th September.
Meeting, Hongkong Cricket Sporting, Wauchope and Dilling Co., 1.15 a.m.
Meeting of Douglas's Machine Co., Ltd., 11.30 a.m.

Monday, 26th September.
Sale of shares opposite the House, 10.30 a.m.

Today's Advertisements.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI."

Captain W. Gray Williams, will be despatched at above on or about 25th Oct.

For Freight apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th September, 1910. (6c)

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"FLINTSHIRE."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 24th inst. at 6 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 9.30 A.M. on 24th inst. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th September, 1910. (6c)

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INVERESK."

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th September, at 6 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 10.30 A.M. on the 24th inst. No claims will be admitted after Goods have left the Godown, nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th September, 1910. (6c)

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th September, 1910. (6c)

SAVE YOUR HEALTH

In drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles \$0.50

Dozens 3.25

Cases 50 Bottles 15.50

" 60 " 15.50

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 15th July, 1910. (4)

Clarets from Bordeaux.

We have as fine a selection of Chateau

Clarets as it is possible to obtain, including

some well-known brands from Messrs. Hanapier and Co. of Bordeaux, the world-famous

Growers and Shippers of Clarets.

From Vin Ordinaire to the finest obtainable

After-Dinner Clarets at the very lowest prices possible.

Call and inspect our Stock, and you will be convinced.

H. PRICE & COMPANY, LTD.

12, Queen's Road Central, Hongkong.

Shipping—Steamers

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANGOUVER, at DAYS HONGKONG TO VANGOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" 1 WEDNESDAY, NOV. 22ND.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Militaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways. Via Canadian Atlantic Port. Via New York. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—L. W. GRADDUCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN VIA WEIHAIWEI	CHEONGSHING	TUESDAY, 20th Sept., Noon.
SHANGHAI	LOKSANG	TUESDAY, 20th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	TUESDAY, 20th Sept., Noon.
MANILA	YUNSHANG	FRIDAY, 23rd Sept., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 23rd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	KITSANG	TUESDAY, 4th Oct., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaitang*, *Namany* and *Fookang* leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Labad, Dait, Simporna, Tawao, Unkan, Janselon and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 19th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
SWATOW, AMOY & SHANGHAI	"YUNHAI"	20th Sept., Noon.
ILOILO & CEBU	"KAIHONG"	21st Sept., 4 P.M.
SHANGHAI	"OHINHUA"	22nd Sept., 4 P.M.
SHANGHAI	"ANHUI"	25th Sept., Daylight.
CHEFOO & TIENTSIN	"KURIOHOU"	25th Sept., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"OHANOSHU"	30th Sept., 4 P.M.
CHEFOO & NEWCHOWANG	"NAFOHAI"	1st Oct., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly. S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SORRY STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE. FAST SCHEDULE TWIN-SORRY STEAMERS (Anshan, Chusan, Lian, Chinkang).

—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.K.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 36. Hongkong, 19th September, 1910.

HONGKONG—MANILA CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship	Tonnage	Captain	For	Sailing Dates
SUBI	2540	R. Rogers	MANILA	SATURDAY, 24th Sept., at Noon.
LAVER	2540	A. Firth	MANILA	SATURDAY, 1st Oct., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.

Telephone No. 175. Hongkong, 19th September, 1910.

Shipping—Steamers

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct route service, with no transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamship	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO.	"PANAMA MARU" Capt. T. Ogata	6050	WEDNESDAY, 21st Sept., at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO.	"SEATTLE MARU" Capt. T. Saito	6182	WEDNESDAY, 28th Sept., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamship	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW.	"CHOHUN MARU" Capt. T. Yamaguchi	WEDNESDAY, 21st Sept., at Noon.
TAMSHUI via SWATOW and AMOY.	"JOSHIN MARU" Capt. H. Murayama	SUNDAY, 25th Sept., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION. HONGKONG-NANKING, RETURN.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers, "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES, 1910.

MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

KITANO MARU, Capt. F. K. Ogo, Tons 9200, WEDNESDAY, 28th Sept., at Daylight.

IYI MARU, Capt. R. Takio, Tons 7000, WEDNESDAY, 14th Oct., at Daylight.

HIRANO MARU, Capt. H. Frater, Tons 9200, WEDNESDAY, 16th Oct., at Daylight.

VICTORIA, B.C. & SEATTLE. KAMAKURA MARU, Capt. J. Nagai, Tons 7000, SATURDAY, 8th Oct., From KOBE.

VICTORIA, B.C. & SEATTLE. INABA MARU, Capt. K. Kawara, Tons 7000, TUESDAY, 11th Oct., at Noon.

 YOKOHAMA. TAMBA MARU, Capt. K. Sato, Tons 7000, TUESDAY, 11th Nov., at Noon. |

SYDNEY AND MELBOURNE. YAWATA MARU, Capt. T. Sakine, Tons 5200, FRIDAY, 30th Sept., Noon.

ISLAND, THURSDAY, NIKKO MARU, Capt. M. Yagi, Tons 6200, FRIDAY, 27th Oct., at Noon.

SINGAPORE, COLOMBO & BOMBAY. TOSA MARU, Capt. Y. Nomura, Tons 7000, SATURDAY, 21st September.

SHANGHAI, MOJI & KOBE. BOMBAY MARU, Capt. Teramata, Tons 5200, THURSDAY, 19th September.

NAGASAKI, KOBE and YOKOHAMA. NIKKO MARU, Capt. M. Yagi, Tons 6200, WEDNESDAY, 28th Sept., at Noon.

KOBE and YOKOHAMA. TANGO MARU, Capt. A. Christmann, Tons 8200, THURSDAY, 29th Sept., at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Calling at Saigon.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1ST MARCH 1911, ENDING 31ST SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 8 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class \$120 \$110 \$100 \$90

2nd " 80 70 60 50

With option of rail between calling ports in Japan.

Commence with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, it had and close through passenger ferry the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information, apply to Agents, Messrs. BUTTERFIELD & SWIRE.

Hongkong, 19th September, 1910.

Shipping—Steamers

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to Tawao, Likiep, Labuan, Jolo and Manado.

THE Steamship "BORNEO."

Captain F. Bamhill, (ready to load) To-day a.m.) will leave TO-MORROW, the 21st inst., at 9 A.M.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD.

MELBOURNE & Co. General Agents, Hongkong, 19th September, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "CARNARVONSHIRE."

Captain Gregory, will be despatched as above about 20th September.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to a 1 Overland Common Point in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On board

Sumiko 6,132 F. S. Cowley 27th Sept.

Kamuro 6,131 G. B. McGill 20th Oct.

Agurico 4,365 J. Boyd 20th Nov.

Calling at Amoy and Keelung if sufficient independent offer.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 19th September, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 19th September, 1910.

For Sale.

FOR SALE AT GRACA & CO.

27, DES VEXE ROAD.

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books.

Transparent Envelopes. Tweezers, Magnifying Glasses, Perforation Ganges.

Novels, Books for pocket and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants. Medals, Stamps, Flower Seeds.

Ballad Songs and Song Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited. Hongkong, 19th September, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAIR CUTTING ON HAND.

CIGARS, CIGARETTES.

TOILET REQUISITES.

FOR SALE.

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TOILET REQUISITES.

FOR SALE.

MANILA CIGAR AND CIGARETTES.

Inspection invited. Hongkong, 19th September, 1910.

LEE YEE

Consignee.

NOTICE TO CONSIGNEES.

THE F. & O. S. N. COY'S Steamer "DELHI."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., as a.s. India.

From Australia, &c., as a.s. Melbourne.

From Cacutta, &c., as a.s. Stella.

From Persian Gulf, &c., as a.s. N. and B.

& P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damage to Packages must be laid in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HENWITT, Superintendent, Hongkong, 14th September, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 16th prox., or they will not be recognized.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 18th September, 1910.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship "HIRANO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on, unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 21st September will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be laid in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 14th September, 1910.

THE COMPANY'S STEAMSHIP

"HIRANO MARU."

Abing: Famed The Opera

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